RNS Project

Business Process Meeting
April 13, 2004

Attendees

From ITA:

Scott McCombe	Mike VanBrunt	Ray Haynes
Dan Widner	Tim Klinker	Ken Twining
Paul Bucher	Mike Ryan	Finley Thompson
Crissie Nicklow		

Business Representatives:

Doug Gilman	Mark White	Rick Tambellini
Ann Austin	Tom Lester	Ken Smith
Larry Caldwell		

Scott distributed a document highlighting the current business processes with relation to HTRIS and asked that the business representatives review the document and provide feedback by the last week in April to allow for time to develop a presentation for the Steering Committee.

The document is located on \\0501coitd1\ITA\HTRISTechnologyUpgrade\Planning Phase\Requirements&BusProcesses\CurrentHTRISBusinessProcess_04092004.doc

The associated PowerPoint presentation that was used to highlight key points in the document is located on \\0501coitd1\ITA\HTRISTechnologyUpgrade\Planning Phase\Presentations\RNS Business Process Review 04-13-2004.ppt

Rick reminded Scott that there was a planning subsystem (PLN), which wasn't used because it didn't meet the planning needs. Scott said that planning needs would be addressed in requirements gathering, but the current business processes that were collected only deal with the current functioning HTRIS.

Comments on presentation
RDI
Ken Smith asked that the business process document be corrected to reflect that the land use permit process is no longer Asset Management's role. Local Assistance Division now handles permits.

Ann asked that the presentation be corrected to read that HTRIS inventories all public roads, not just state-maintained ones. Tim said the GIS effort includes tagging these roads that are not maintained by VDOT to the Urban inventory. VGIN is also getting all roads as part of their E911 effort. This includes any road that can be driven on, whether a paved road or a dirt Jeep trail. These roads will be coded differently than public roads. Rick said this data will be helpful for TMPD use.

Ken Smith said that while 100% inventory is a noble goal, it will be impossible to reach because of the coordination needed with counties. He gave Prince George county as an

example, saying that they have been negligent in their code-given duties, such as applying to VDOT for land use permits for entrance to a state road.

Rick asked why Right of Way isn't part of the business team. Scott replied that it is not handled in HTRIS, but exists in a separate system. He said it is not part of the RNS immediate scope, but the RNS could be linked to RUMS. Larry said there should be a placeholder in RNS for right of way attributes; RUMS only deals with construction projects, not existing rights of way. As an example, the knowledge of Right-Of-Way ownership impacts the cost calculated for widening a road.

ACC
On the Accident subsystem slide, there were a few corrections: Structures & Bridge does not use ACC; however, Pavement and TMPD use it.

There was some discussion that DMV may start scanning FR-300 (Crash Report) images instead of microfilming them. Larry said that DMV keeps only 30 months' worth of scans, while Mobility keeps 5-10 years.

Another item of note is that the actual Crash Report is being modified this year.

TCI
As Scott presented, Traffic Controls Inventory (TCI) may be rolled up into Asset Management. Rick said that TMPD needs the inventory, right down to the signal timing level. Asset Management has collected the traffic controls inventories from the Districts. Doug said the plan is to give District personnel hand-held computers to capture the inventory/condition data as they work on the item. The location referencing would use GPS coordinates.

STI
Tom asked Scott to change the presentation to read that data sharing is the #1 priority of redesigning the structures portion of RNS.

PAV
Doug asked that the presentation be corrected to read that Condition Menu Functions are being used. Ken said the Districts are not using them. He said these functions are the DMRs, which were removed in 1998.

Doug said that Asset Management's Work Accomplishments module can handle Pavement functions if the Asset Management can get construction information. This would include the M-20 process that the project team proposes to automate.

HPM
Rick asked that TMPD be added as a user of HPM. He provides data to HPM and uses data from it. Functional class is maintained by TMPD.

Larry said that HPMS sample sections have additional information that is not collected for the rest of the roadway system. He asked if the samples rotate or move. Ann replied that normally samples don't move, except that the census kicks off a change in sampling procedures. However, she is about to revamp the sampling process.

General comments
Ken said that when DACSS was developed, there was a proposal to use the GPS coordinates at the termini. He asked if he should start gathering these coordinates. Dan said GPS coordinates may be needed, but not to begin collection until the decision was made. Doug said that it would be helpful to have the coordinates identified as soon as possible so Asset Management doesn't have to recreate.

Ken expressed concern that there is no Residency-level participation in the business team. Scott said this is an issue he will carry to the Steering Committee.

Scott suggested meeting again in approximately six weeks. The next steps will be for the project team to gather requirements.

Ken asked if there will be a LUPS interface so permits will be attached to the roadway inventory. Dan said there is nothing planned at the moment. There are enhancements to LUPS being proposed, but the project has not begun yet. It may be possible to link LUPS with the RNS to send roadway data back and forth.

Action items

Task	Resource(s)	Timeframe
Review business processes document.	Business Team Representatives	Last week of April